25X1

4 April 1956

MEMORANDUM FOR THE RECORD

SUBJECT : Meeting at Westinghouse Air Arm, Baltimore, Regarding Utilization of Radan with APQ-56 Type Radar

1. Time and Place of Meeting: The meeting was held 3 April 1956 in the Engineering Office of Westinghouse Air Arm, Friendship Airport.

2. Attendance:

Westinghouse Westinghouse Project Project

3. Discussion:

25X1

a. Before arrived, gave the Project personnel a tour of the portions of the plant producing the Project equipment. Item number 1 will be completely assembled by 7 April and them undergo component and assembly tests. System tests will be completed by 15 May. recommended immediate shipment to Lockheed for installation. He felt that pilet training, if desired, should take place at Watertown with item 1 or at Friendship with item 2. If the former is desirable, security clearances for Westinghouse pilets and crew chief on the B-17 should be initiated at once. Also arrangements should be made to clear the B-17 into Watertown. In any event, if pilot training on the P-17 is desired, approval of the Air Force bailment officer will be required.

was informed that Commo is processing the necessary papers to install the TWX machine in his plent.

a. When arrived, he proceeded to brief and and the Radan details that would be of inverest to them. reciprocated by outlining the APQ-56 features that concerned G.P.L.

d. As a result of these discussions, both G.P.L. and Westinghouse feel that completely automatic data transfer from Radan to the APQ-56 is possible. It will entail a revision of the APQ-56

25X1

25X1

25X1

25X1 25X1

25X1

Sanitized Copy Approved for Release 2010/12/07: CIA-RDP57-00011A001000090115-0

1000003

SUBC. T: Meeting at Westinghouse Air Arm, Ball of Radan with AFO-56 Type Radar	() II 1 () 8] () 3 () timore, Regarding Utilisation
control panel as well as a possible modified dicator unit. attack for this problem and recommend appropriate the problem and the problem as the problem and the pro	ere to plan a method of 25X1
e. As an out growth of the discussion patability, it became obvious that a navig present when the two systems were combined would have available within its "black box to distance, in miles, traveled in an assuand the distance, also in miles measured a line, the sircraft has drifted. The weight information out in counter form for the sircraft has drifted.	gational capability was i. This combined system res" signals proportional med direction of flight at right angles to this at penalty for bringing the pilot's use in
navigating will probably be less than two requested to pursue this matter and submit necessary equipment modification.	pounds. 25X1
	at G.F.L. 25X1 at G.F.L. 25X1 on for any questions or 25X1 requested to return two 25X1
4. Action: a. Westinghouse is to explore the recchanges to make Fadan and AFQ-56 Radar com	patable.
b. G.F.L. is to return the signed con c. The Project is to make arrangement the AFQ-56 in the E-17.	
Distribution:	25X1
Orig Equine Master 2 - Haster 3 - F. M. Eissell Gr. 4 - Chrono 5 - Feading	25X1
HAK:kjw (4/5/56)	